

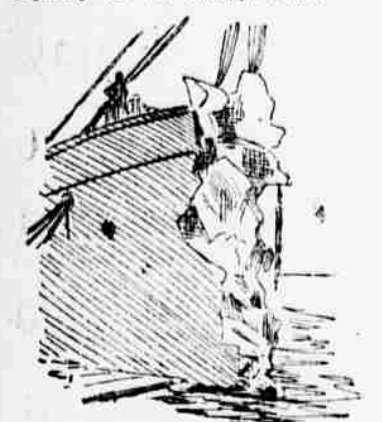
PERILS OF THE SEA.

Reduced to a Minimum by Modern Shipbuilders' Science.

Few Steamships Whose Fate Has Never Become Known.

Many Long Overdue Have Finally Reached Port in Safety.

That the hardy men who go down to the sea in ships follow a calling full of strange perils and unknown dangers has been vividly impressed upon the minds of all landmen in the last few weeks by the ever-increasing mystery in regard to the fate of the White Star line's big freight steamship the Naronic.



THE ARIZONA'S BROKEN STEM.

While these bluff old mariners are as familiar with the "dances" of the ocean as a policeman with the streets on his beat, one after another their theories are exploded, and they are as much at sea as the vessel herself.

The skeleton of many a stanch ship is resting at the bottom of the Atlantic the history of whose loss has never been written; but there are as many vessels which have been out for many days and have finally reached port after having almost incredible misadventures.

the water-tight compartments being constructed by the officer on the bridge, render this class of vessels practically unsinkable.



IN COLLISION AT SEA.

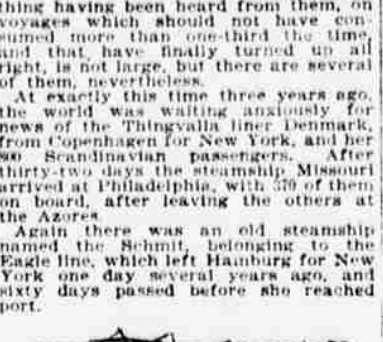
The steam vessels which have gone down at sea and of which the bridges have been heard are few in number and all of them of an inferior type. When the American steamship President bound for England in 1841, disappeared from the face of the sea and left no trace behind her, the packet owners said, "I told you so."

The year 1852 has also its ocean mystery in the case of the steamer Donal, which left New York for Lisbon in December last and has never since been heard of. It will be quite a relief to the public if this mystery is solved.

The "City of Berlin" had an encounter with an iceberg, only similar to that of the Arizona. The plates were torn from her side for nearly thirty feet on each side of her stern, but she managed to reach port without assistance. It may be said that sailors have a greater dread of a collision with icebergs than of any other accident that can happen to their vessel at sea.

The picture of the steamship Dakota, which went ashore near East Montauk, L.I., N.Y., gives a very vivid idea of what a helpless mass a proud ship may be reduced. She was bound for L.I., and was swept on the rugged coast line on the night of May 3, 1872. She remained perched on the rocks for some time before toppling over, and a great part of her cargo was saved. The remains of her crew was a thrilling experience.

port, though in a badly battered condition. The number of steamships which have been out a month or more without anything having been heard from them, on voyages which should not have consumed more than one-third the time, and that have finally turned up all right, is not large, but there are several of them, nevertheless.



ON THE ROCKS OF THE WAIR COAST.

An English ship, the Dispatch, from the West Indies, returned from duty on forty-eight days without having seen a ship. She had broken her propeller, and drifted to Madeira, after being carried about by conflicting winds and currents. Another White Star line vessel, the Celtic, was out thirty-one days in 1883 without ever having been sighted. She was towed to Liverpool by the Britannic of the same line.

CUSTOM OFFICERS INDICTED

For Making Political Assessments and for Abetting Fraud.

LOUISVILLE, Ky., March 11.—The Grand Jury has handed in two indictments against Collector Scott and one each against Deputies Shaw and Riley. The first indictment against the Collector is for making political assessments in violation of the Civil-Service laws. The second is for abetting and assisting certain men in defrauding the Government.

Eight men, it is charged, were in two instances each relieved from duty to attend political meetings, but nevertheless collected their full pay from the Government. Riley and Shaw were also indicted on numerous counts for aiding and abetting in assessing and collecting assessments in violation of the Civil-Service laws.

The civil-service indictment contains seven counts and shows that the following sums were collected: Scott's collection—October, \$1,442; June, \$90; November, \$90; May, \$121; total \$1,743. Riley's collection—March, \$1,334; April, \$2,763; November, \$899; total, \$4,996.

SUNDAY PAY FOR SWEEPERS.

Brennan's Men Moving for Extra Compensation.

Under Existing Law No Extra Pay Can Be Allowed.

Deputy Street-Cleaning Commissioner John J. Ryan, who is acting Commissioner during the absence of Mr. Brennan, whose daughter was buried today, said this morning that he has several hundred extra men and carts at work cleaning the streets. He expects to work a transformation in the condition of the pavements by Monday. Extra gangs of sweepers will be kept at work to-night and all day to-morrow.

Mayor Gilroy has not heard from the City Club in regard to the charges against Mr. Brennan for neglecting the streets and incompetency. The City Club has been making an investigation of its own, and has accumulated a lot of testimony in regard to the matter in the shape of affidavits.

A complaint has reached "The Evening World" office from a "Victim of Injustice," who declares that they have been compelled to work for the last five Sundays without extra compensation. "We should have at least one day's extra pay for all the other wage-workers, but if we are to be deprived of our Sunday, the citizens of this city should see that we are paid for our exertions," writes the "Victim of Injustice."

The law fixes the compensation of street sweepers at \$3 a month, and Edward F. McCarthy, Mr. Brennan's private secretary, says nothing about extra compensation for Sunday work. "There are some streets on which the traffic is so heavy during the week that we cannot clean them except on Sunday. Therefore, we are compelled to work our men on Sundays. There is a bill pending in the legislature now fixing the compensation of street sweepers at \$2 a day and 25 cents an hour for extra work. If that bill becomes a law, we can pay extra for Sunday work. We would gladly do so now, but the law won't permit it."

Seller Got a Knockout Drink. A man named Daniel Clifford was today sent from the Tombs Court to the island for a month. He was arrested in company with John McCallister, who was yesterday discharged from the Navy and who somewhere got a "knockout" drink while in Clifford's company.

Coming Events. Entertainment at the Tenderloin Club 11 o'clock to-night. Association Hall, One Hundred and Twenty-fifth street, Prof. John J. Peters, for the benefit of the Parish Aid Society of St. Michael's Church, on "Life, Adventure and Exploration Among the Azules of the Euphrates Valley," Monday evening.

Argan. Theophilus Society, 144 Madison avenue, Alexander H. Spencer on "The Man in the Universe," to-morrow evening. Election of Old Guard officers, at the armory, 84 Fifth avenue, next Wednesday evening.

Entertainment, "Agnes Polk Bassett and Her Old-fashioned Sunday School," at the Reform and Freethought Church, Twelfth street, Tuesday evening. Reception of the Church Union in the drawing-room of the Fifth Avenue Hotel next Thursday. House warming, Hill Gate Republican Club, at 3220 First Avenue to-morrow.

Annual dinner, Bernard Literary Association of Columbia College, at the Hotel Marlborough March 24.

Obit. M'GUIN, Court Bay Sec 541, A. O. F. of the order, died at his residence, 121 Madison street, at 12:30 P. M., March 10, 1893, at 64 years of age. Burial at 2 P. M., at St. John's church.

At the funeral of Mrs. Harriet Hubbard Ayer, the present time and that of her husband, Mrs. Harriet T. Seymour, wife of Allen T. Seymour, and Margaret A. Ayer, and that her property is valued at about \$25,000.

The Sunday Press

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HELP WANTED—MALE. CLARKERS WANTED on men's shoes. Apply at Hanks & Sons, Centre and White sts.

WANTED—Railroad switchmen or yard trainmen to work in railroad yards away from New York. Good wages to good men willing to work. Apply Monday after 8 A. M. Parties out of town desirous of securing employment please communicate by mail, state experience and give address. Corlies Dodge, 102 Fulton st., one flight up, New York.

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